

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:46 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 019 Const Calendar Day: 911 Date: 07-Mar-2012 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 03:30 PM Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition sunny

Working Day ☒ If no, explain:**Diary:**

Dispute

cable erection

Installation of Strand No. 80



- Installation of Strand No. 80 complete by 7:30;
- Float Strand No. 81 North immediately after the conclusion of the Installation;
- Rough Adjust (RA) Strand No. 80 North at about 8:15: with three adjustments the strand was moved to the East 970mm, then to the West 10mm and finally to the West another 75mm.
As it has been reported in the past, there is no one on the wood block for it is a common place thing, especially at the North side to disregard this step. If this issue of banking wires and non-flat strands is really important, there should be something done about it now, rather than just the documentation of each non-compliance incident. We are about 60% done with this task. I am told by my superiors to refrain from talking to the ironworkers, Foremen, and even D. Meche, the Superintendent. I am told to only take photos of the incidents and report it back to the office. I am told that in order for this situation to be defused, all the CT folks around me will be my conduit in relaying my message to ABF's personnel in the field. I told Andre about this incident and asked him to relay me message to Meche before leaving the saddle to check twist on the side span. I asked Victor to keep an eye on the adjusting operation (South side) and the wood blocks as the one on #80North was lifted up, already.
- Checking Twist on both side spans: No Twist;
- RA of Strand #80 South had been done, by the time I returned at 8:45;
RA #1, 1000mm to the East and #2 resulted in movement of 60mm to the West for a net movement of 940mm East;
- Again, on the 2nd adjustment, there was no one manning the wood block on the South side.
- Hauling of Strand #82, which came over the North saddle at about 8:45;
- 12:00 Field Safety Meeting;
- Meeting with Brian Boal about all the events of the past 11 days (since Feb 25, 2012);
- Refer to D. Wright's and V. Altamirano's diaries for the names of the crews;
- Hours Worked: 7:00 – 15:30



Daily Diary Report by Bid Item

Job Name: 04-0120F4 Inspector Name Soheilifard, Saman Diary #: 019 Date: 07-Mar-2012 Wednesday

04-0120F4	Bid Item: 067	C-PWS-076.067	Install & Adjust PWS 76-80
AMERICAN BRIDGE/FLUOR, A JV			
04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10
AMERICAN BRIDGE/FLUOR, A JV			

Attachment



EastEndoftheSouthSaddle2



EastEndoftheSouthSaddle



StrandNo.80SouthRight AfterAdjustment